

ATTACHMENT #2
UCHENNA EVANS REPORT

January 9, 2020

Andrew Trueblood
Director
DC Office of Planning
1100 4th Street SW
Suite 650 East
Washington, DC 20024
Via email: plandc@dc.gov

Dear Director Trueblood,

Thank you for the opportunity to provide public comment on the Office of Planning's extensive proposed amendments to the District's Comprehensive Plan (Comp Plan). I am a resident in the Riggs Park neighborhood in Ward 5. The boundaries of Riggs Park are roughly New Hampshire Avenue NE to the north, Eastern Avenue NE to the east, Galloway Street NE to the south, and the Metro tracks to the west. It is home to UDC-CC's Bertie Backus campus and UDC's Bertie Backus Food Hub, the Civil War Defenses Forts (Fort Circle Park), an American Job Center campus, and the Lamond-Riggs Library. It has a strong transit network, with the Fort Totten metro station providing three rail lines and several bus routes, and access to the forthcoming extension of the Metropolitan Branch Trail to Fort Totten metro station. Riggs Park happens to straddle two different wards (Ward 4 and Ward 5) and two Planning Areas (Rock Creek East and Upper Northeast), but it is one neighborhood and should be treated as one cohesive neighborhood in the Comp Plan. My comments address five elements of the Comp Plan proposed amendments:

- I. Rock Creek East Element (pp. 1-6)
- II. Upper Northeast Element (pp. 6-7)
- III. General Land Use Map (p. 7-8)
- IV. Implementation Element (p. 8)
- V. Housing Element - Affordable Housing Goals (p. 9)

I. Rock Creek East Element

I welcome the attention on the focus area of what is called the South Dakota Avenue/Riggs Road area. The express incorporation of the Riggs Road and South Dakota Avenue Area Development Plan into the Comp Plan is critical so that District officials, developers, and residents are all aware of how this area should develop and grow, with particular focus on pedestrian safety improvements, transit access, quality, sustainable retail development, and accessible park space. The Area Development Plan is a consensus document developed through a transparent, public process with District agencies, relevant federal agencies, quasi-municipal agencies, elected officials, ANCs, civic association, and residents. It was approved by the District Council in March 2009. Accordingly, all of the policy elements from the Area Development Plan should be incorporated into the Comp Plan. Additional comments on specific provisions in this Area Element are noted below.

- **2200.6**

Recommendation:

“Lamond Riggs” should be “**Lamond-Riggs**.” This is a global change that is necessary throughout the Comp Plan.

- **2208.10 Policy RCE-1.1.9: Traffic Management Strategies**

Recommendation: Insert “**Riggs Road**” after Missouri Avenue

- **2208.12: Policy RCE-1.1.11: Transit Improvements**

Recommendation: Remove proposed insertion of “ride-hailing services” from the sentence, “Explore **ride-hailing services** and micro-transit to supplement additional bus routes.”

Ride-hailing services are not public transit and District officials should not be treating ride-hailing services as public transit. Managing the impact of ride-hailing services is one thing; subsidizing them is another. Ride-hailing services are accountable only to their corporate ownership, not municipal governments or riders. As we have already seen in one jurisdiction (California), a policy change by Uber will now allow Uber drivers to see an individual’s destination prior to pickup. Shielding destination information was the one mechanism that made discrimination by destination by Uber drivers harder to carry out. Putting aside the fact that Uber drivers could already game the system in order to get riders with undesirable destinations to cancel rides, with this one change, individuals in that jurisdiction may now be stranded without service with no recourse. While this policy change was arguably initiated in response to legislation on worker classification in that jurisdiction alone, the policy change may very well be replicated in other jurisdictions as Uber faces challenges on worker classification around the country. There is no reason to believe that other ride-hailing services (aside from taxis) will not follow suit. One could argue that Uber is simply now on a level playing field as taxi drivers, who we know have historically discriminated and continue to discriminate by destination. District officials already do not provide meaningful enforcement against this practice with taxi drivers, and District officials should not be exploring subsidizing ride-hailing services who will not be accountable to District riders.

Additionally, for-profit services come and go. Public transit should not. Rather than subsidizing for-profit companies that are not accountable to riders or the District, the District should invest more in *actual* public transit and transit infrastructure, to include protected bike lanes, bus only lanes, expanded bus service, and fare subsidies for District residents in need. Implementing the moveDC plan in full would also be a good start to making transit improvements.

- **2208.15 Action RCE-1.1.B: Façade Improvements**

Recommendation: Insert “**South Dakota Avenue/Riggs Road**” to the list of enumerated commercial corridors.

- **2208.16: Action RCE-1.1.C: Industrial Zone Buffers**

OP states that a design plan to implement buffering techniques to protect residential areas from adjacent industrial sites along Chillum Place has been completed. It is unclear where that design plan is located. I wholeheartedly support a plan to appropriately and adequately buffer the industrial area along the red line from Fort Totten through Riggs Park and Lamond to Takoma.

- **2208.17 Action RCE-1.1.D: Improving Traffic Flow**

Recommendation: Insert “/Riggs Road” after “Missouri Avenue”

- **Insertion of NEW text RCE-2.6 RIGGS ROAD AND SOUTH DAKOTA AVENUE**

I strongly support the insertion of policy/action items from the 2009 Riggs Road and South Dakota Avenue Area Development Plan into the Comprehensive Plan. My recommendation here is for OP to insert *all* of the recommendations from the Area Development Plan. The proposed amendments include only some. As indicated in the 1st Quarter 2016 Implementation Report for the Area Development Plan (attached),¹ the latest implementation report available, nearly all of the items still need to be completed, though some development is in progress (as noted in the proposed amendments).

The Area Development Plan is critical because it is a credible tool that residents can use to advocate for our neighborhood and hold District agencies accountable. For example, neither DDOT nor OP appears to be able to locate the 2007 South Dakota Avenue Streetscape Design Study, which is referenced in the Area Development Plan. DDOT has stated that the recommendations in that streetscape plan have been completed (though they cannot find them), but I am fairly certain that assertion is not correct. To wit, I know from reading a different study that one of the recommendations from the streetscape plan was to install a sidewalk on the south side of Galloway Street between South Dakota Avenue and 4th Street NE. That has not been done, so surely the recommendations from the streetscape study have not been completed, and residents have been left to guess what else has not been done because no District agency can find the study. Moreover, around 2016, DDOT installed a haphazard mix of grey and black streetlights on South Dakota Avenue between Kennedy Street and Riggs Road NE. It was as if the agency took whatever was left in stock in a warehouse and put them up. When pointed to the haphazard nature of this action, DDOT’s response was well the lights work, so it is not a big deal. It is a big deal. A cohesive, thoughtful streetscape plan is necessary for this area.

Another example lies at Fort Circle Park, located at South Dakota Avenue and Galloway Street NE. Residents are fortunate to have this piece of history in our backyard that provides a beautiful expanse of green space. As noted in the Area Development Plan, recreation in the park is desired. Paved trails to provide a place for residents to walk/jog, markers to educate residents about the history of the park, natural play structures to fit the context of this historic park are just some options that warrant consideration. This park really could be a central park for neighbors and the District with some vision and action. Residents have sought activation of this park space for over 30 years without any progress. More recently in 2015 to 2016, a nine-year old Riggs Park resident knocked on doors throughout the neighborhood and collected over 230 signatures

¹ See Office of Planning Status of Riggs Road and South Dakota Avenue: Fiscal Year 2016, 1st Quarter. available at https://planning.dc.gov/sites/default/files/dc/sites/op_publication/attachments/RiggsRoadandSouthDakotaAvenue_1.pdf

on a petition to ask National Park Service (NPS) for paved trails and a playground at Fort Circle Park. He visited councilmembers' and the mayor's office. He testified at NPS townhall forums. The result has been the District and NPS passing the ball back and forth about issues such as funding, feasibility, and maintenance, meaning nothing has been done (though DDOT did plant trees around the perimeter of the park in December 2019). Importantly though, now that the District and NPS recently entered into an agreement to provide for joint stewardship of federal parkland in the District, action to implement active recreation at Fort Circle Park is not only necessary but feasible as well.

Another example: The community playground at Riggs-LaSalle Recreation Center was closed to the community for several years. DPR told residents the playground belonged to the school next door to the playground, LaSalle-Backus Education Campus. It did not. Nevertheless, when residents approached DPR about the feasibility of doing something with the green space in front of Food & Friends on the corner of South Dakota Avenue and Riggs Road NE, as provided for in the Area Development Plan, while we worked on getting the DPR playground reopened to the community, a senior DPR official stated that the plan is not really meant to be implemented and that it is merely aspirational. Unfortunately, this attitude seems to be the prevailing attitude of the District's elected and agency officials when it comes to implementing the Area Development Plan. There should be a cohesive manner in which the recommendations from the plan are methodically and regularly implemented. Perhaps having a standing Area Development Plan committee would be beneficial. Residents should not have to fight with District officials whose job it is to serve the public interest when it comes to funding and carrying out implementation of this plan.

Making sure that all of the recommendations from the Area Development Plan are referenced in the Comp Plan is also important because of proposed new text in the Upper Northeast Element stating, "**Implement the recommendations of the Riggs Road and South Dakota Avenue Area Final Development Plan. (See Rock Creek East Area Element for additional guidance).**" To avoid confusion, insertion of *all* of the Area Development Plan's recommendations into the Rock Creek East Chapter is warranted.

The recommendations from the Area Development Plan are listed below

Urban Design and Land Use Recommendations

Goal: Establish a dynamic neighborhood center at Riggs Road and South Dakota Avenue that enhances community character and reactivates the street.

Recommendations

1. Develop the Riggs Road/South Dakota intersection with four corners of activity, making the intersection into a dynamic neighborhood center, similar to other successful intersections in the District.
2. Change from a mix of industrial and multi-family residential land uses to medium density residential and commercial uses at opportunity sites and residential land uses from moderate to medium mixed-uses at opportunity sites.
3. Encourage underground parking to reduce the volume of parking structures in the project area.

4. Engage WMATA, DDOT, and neighboring property owners in a discussion regarding innovative parking solutions, including parking pilots, shared parking, and other tools.

Public Realm and Community Safety Recommendations

Goal: Create pleasant, barrier free streets that reinforce convenience, safety, and visual interest of pedestrians.

Recommendations

1. Collaborate with WMATA on the implementation of the Station Access Study recommendations, which may include safety, access, and signage improvements.
2. (a) Engage WMATA and the NPS to patrol the Metro area and adjacent footpaths to increase safety. (b) Develop a Policing Plan with the Metropolitan Police Department to continue a vigilant police presence and response.
3. (a) Improve sidewalks and overall access to Fort Totten Metro Station with particular focus on opening 3rd Street access at current Clark development. (b) Other surrounding corridors, including Kennedy Street, 4th Street, Galloway and any new vehicular access routes should encourage safe and well lighted neighborhood connections.
4. Install a uniform system of street lights with ample illumination in all residential areas including Kennedy Street, 4th Street, Galloway.
5. Implement recommendations from DDOT's South Dakota Avenue Transportation and Streetscape Study.
6. Work with the Mayor's Office of Community Relations (MOCRs) to complete regular "Fix Its" to address public safety and regulatory issues.
7. (a) Develop First Place as a multi-modal neighborhood-serving corridor. (b) Following the lead of the Metropolitan Branch Trail, enhance safe and accessible pedestrian and bicycle connections in the study area.

Parks and Open Space Recommendations

Goal: Connect, activate, and create new open spaces; Improve the safety, maintenance, and quality of existing parks and establish additional recreational opportunities.

Recommendations:

1. (a) Provide publicly accessible pocket parks, active recreation, and/or green space where appropriate in new development. (b) Ensure that the design optimizes the accessibility, safety, and programming of the site and involves resident input.
2. Establish formal partnerships between local and federal parks volunteer coordinators to provide communities with the tools and training for successful stewards.
3. Implement Capital Space initiative recommendations for improving access, signage, and safety at Fort Totten Park.
4. Work with NPS to establish active recreation, such as playground or trails at the edges of the Fort Circle Park near residential areas.
5. After the completion of roadway improvements, consider short term park and open space uses on development sites such as the triangle parcel by Food and Friends.

6. The KFC/Taco Bell, Riggs Plaza and Triangle sites should be targeted to include innovative green and open space amenities within any proposed development concept.

Economic Development and Housing Recommendations

Goal: Maintain affordable housing in the area so future generations may continue to live in the neighborhood

Recommendations

1. Provide new missed income housing for generations that want to continue to live in the neighborhood.
2. Emphasis should be placed on housing opportunities for seniors.
3. Maintain and improve home ownership opportunities for all residents.

Goal: Attract commercial and retail development that serves all generations

Recommendations

1. Provide technical and financial assistance with the intent of retaining and expanding local businesses.
2. Attract ground floor retail that encourages pedestrian activity: restaurants, cafes, coffee shops, flower shops, etc.
3. Encourage future retailers to participate in an improvement district that promotes the area, regulates signage and addresses security.
4. Determine feasibility of using Tax Increment Financing to finance retail attraction, streetscape, and public realm improvements to connect new development to Metro.
5. Encourage new development near the Metro Station that takes advantage of proximity to public transit.
6. Establish partnerships with development teams proposing Planned Unit Developments (PUD) to negotiate community benefits with area residents.

II. Upper Northeast Element

• 2400.2

Recommendation: Insert “**Riggs Park**” into the new text after “Some communities”

All of the development taking place around Fort Totten metro station is occurring in the Riggs Park neighborhood.

• 2408.12 Policy UNE-1.1.11: Buffering

Recommendation: Insert “**Riggs Park**” to the list of neighborhoods identified after “along the CSX and Metro lines in”

• 2409.1 Policy UNE-1.2.1: Streetscape Improvements

Recommendation: Insert “**South Dakota Avenue/Riggs Road**” in the list of streets after “Improve the visual quality of streets in Upper Northeast, especially along”

• 2409.7 Policy UNE-1.2.7: Institutional Open Space

Recommendation: Insert “**Riggs Park**” in the list of neighborhoods identified to reflect presence of UDC-CC Bertie Backus in the community.

- **2417.4 Policy UNE-2.7.1: Fort Totten Metro Station**

Recommendation: Strike the proposed insertion of “**high**”-density housing and retain existing text with “medium-density housing.”

As indicated in the Riggs Road and South Dakota Avenue Area Development Plan and the Future Land Use Map, the area around Fort Totten metro station is designated for medium density housing, not high density. Inserting high-density here would create an unnecessary and avoidable conflict between the Comp Plan and the Area Development Plan/FLUM. As previously noted, the Area Development Plan is a consensus document developed between multiple District agencies and residents. Accordingly, the designation for housing in this area should remain medium density. In addition, the neighborhoods surrounding Fort Totten metro station are Riggs Park, North Michigan Park, and South Manor Park, not Michigan Park and Queens Chapel.

- **Action UNE-2.7.A: Riggs Road and South Dakota Avenue Area Development Plan Implement the recommendations of the Riggs Road and South Dakota Avenue Area Final Development Plan. (See Rock Creek East Area Element for additional guidance).**

As previously noted, I strongly support the insertion of implementation of the Riggs Road and South Dakota Avenue Area Development Plan into the Comprehensive Plan and welcome development of a planning and funding strategy to timely carry out the recommendations in the plan.

- **Action UNE-2.7.B: Riggs Road/South Dakota Avenue Redesign**

This item is listed as completed. While the South Dakota Avenue/Riggs Road intersection has been reconstructed, the other item listed under this provision, “Consider opportunities for new development, parkland, and community facilities on the excess right-of-way” has not been completed. One development is in progress on the southeast corner of South Dakota Avenue and Riggs Road NE. However, as noted previously, the parcel on the southwest corner of southwest corner of the intersection should be re-envisioned as public, programmed open space for community use, supported by public funding, as outlined in the neighborhood’s Area Development Plan.

- **2014 Ward 5 Works Industrial Study**

I strongly support the inclusion of an action item to implement the recommendations of the Ward 5 Works Industrial Transformation Study, and I strongly urge District officials to apply recommendations around buffering and design to the entirety of the area along the CSX tracks north through Riggs Park and Lamond to Takoma.

III. General Land Use Map

Recommendation: The Main Street for the South Dakota Avenue/Riggs Road Corridor should be reflected on the GLUM. In December 2018, the District Department of Small and Local Business Development awarded the Center for Nonprofit Advancement a grant to establish a Main Street

for the corridor. That Main Street was named “The Parks Main Street” to reflect its service in both the Riggs Park and Manor Park neighborhoods.² The current boundaries of the Main Street are:

- South Dakota Avenue NE between Galloway Street and Riggs Road NE
- Riggs Road NE between Chillum Place NE and the Metro tracks
- 5600 Block 3rd Street NE and 5700 Block 2nd Street NE
- 3rd Street NW between Rittenhouse Street and Sheridan Street NW

This Main Street corridor should be eligible for Great Streets funding opportunities as well.

IV. Implementation Element

- **2502 Development Review**

I support the inclusion of language that recognizes the importance of meaningful review of matter-of-right projects. When Walmart opened a 117,000 square foot retail store in Riggs Park, that had an extremely detrimental impact on the retail landscape for a neighborhood that was at the nascent stage of retail development. The project has terrible traffic flow design with motorists and large delivery trucks drivers making dangerous, illegal U-turns in the middle of the street to access the store and poor ingress and egress options on narrow side streets. It is not clear how meaningful the large tract review process was if these problems were not anticipated and addressed in a way to head off the terrible traffic situation created by this store.

In addition to the enumerated impacts, such as environmental, transportation network, and affordable housing, that are supposed to be the subject of the large tract review process, I think it is also important to consider a project’s economic impact, or the impact on the retail environment in a neighborhood. Walmart is a unique retailer and it brings unique challenges. My impression is that District officials were not prepared for the impact of the unique challenges that Walmart brings and District officials have still not done enough to assist this community with dealing with the challenges of having the largest Walmart in the District in our neighborhood.

- **Policy IM-1.2.2: Protocol for Small Area Plans**

A proposed amendment states that small area plans approved by Council resolution should be used as supplemental guidance by the Zoning Commission where not in conflict with the Comprehensive Plan. As previously noted, I appreciate the proposed express incorporation of the Riggs Road and South Dakota Avenue Area Development Plan into the Comp Plan. To avoid confusion, I believe small area plans must be given full weight by the Zoning Commission. As noted already, typically these plans are consensus documents that have negotiated competing priorities for an area with a number of stakeholders. These plans should be given the fullest effect when it comes to development in a particular area.

In addition, as previously noted, there should be some mechanism, whether a standing committee of residents and District officials, to ensure that the Area Development Plan’s recommendations are fully and timely implemented.

² See The Parks Main Street listed on DSLBD’s DC Main Streets webpage, available at <https://dslbd.dc.gov/service/DCMS>

V. Housing Element - Affordable Housing Goals

I support the District's goal to add 36,000 new housing units by 2025 and the multi-pronged approach to do so. To have a sustainable, vibrant city, the District needs housing affordable to individuals and families at all wage levels. As noted in the plan, the housing goal will rely heavily on increased density through the addition of multifamily housing. Higher density and multifamily housing typically means having shared walls. To that end, I would urge District officials to have a plan to address nuisances that come with shared walls. Tobacco/marijuana smoke, noise, lack of home maintenance by neighbors that impact one's property, and visual blight all become magnified when neighbors share walls. They have real public health and quality of life impacts for which the District currently does not provide adequate recourse to address. Therefore, I believe that it is incumbent upon District officials to pass laws and do more to enforce existing laws to mitigate the disruptive nuisances that may arise when neighbors share walls.

Conclusion

I look forward to consideration of these comments by the Office of Planning, and I appreciate the time and attention of OP staff to amend the Comp Plan in a thoughtful manner. I plan to share these comments with ANC 4B and 5A as well as the councilmembers for Wards 4 and 5.

Sincerely,



Uchenna Evans
915 Hamilton Street NE
Washington, DC 20011

Enclosures:

1. DC Office of Planning, Riggs Road and South Dakota Avenue Area Development Plan Implementation Report 2016
2. DC Office of Planning, Riggs Road and South Dakota Avenue Area Development Plan Executive Summary

ATTACHMENT #3

LORENZ WHEATLEY

Lorenz Whitley

Emily
Sander

**DC GRASSROOTS PLANNING COALITION PRINCIPLES
REGARDING THE DC COMPREHENSIVE PLAN**
www.DCGrassrootsPlanning.org/roadmap



-- Use these principles to stack against OP's proposed changes:
*Do the changes harm communities? Do they benefit communities?
How have they incorporated the following principles? How can we
incorporate the following principles?*

1. The Citywide and Area Elements will address changes to the Future Land Use Map ("FLUM") and Generalized Policy Map (GPM) themselves and recommended densities of individual properties. **Reject the changes for the following reasons:**
 - a. The maps play an important role in the zoning process;
 - b. The FLUM and GPM maps represent existing development limits based on neighborhood engagement, setting predictability for residents, planners, and developers in each DC neighborhood until 2026, when the Comprehensive Plan will be rewritten; and
 - c. The drastic changes proposed by the Office of Planning are outside the scope of this amendment period, have not been subject to sufficient impact analysis or community input, and cannot be evaluated in isolation from the remaining Citywide and Area Elements of the Plan.
2. **Strengthen and clarify the Comprehensive Plan language in the Citywide and Area Elements:**
 - a. Make language throughout the Plan definitive (i.e., changing the "should" to "shall" and the "may" to "must"); and
 - b. Remove all phrases that cause the Plan policies to become discretionary, thereby protecting residents' ability to seek accountability and enforcement of Comprehensive Plan requirements in the courts;
3. **Include and add "equity" to Citywide and Area Elements and ensure all Element reflect the Plan's Guiding Principles:**
 - a. Each Element must contain provisions reflecting DC's commitment to solving its economic, social, and racial inequities;
 - b. Each Element must emphasize the importance of community development and non-market based strategies to address housing and other social needs and committing District resources (land, budget, etc.) to transparent and community-based planning solutions (e.g., publicly owned and controlled housing, community

ATTACHMENT #4
DAVID KOSUB REPORT

From: David Kosub drcdayboy@gmail.com
Subject: Comments on Upper Northeast Area Element of
Comprehensive Plan
Date: Dec 16, 2019 at 8:27:40 AM
To: Wilds, Frank (SMD 5A01) 5a01@anc.dc.gov, Fletcher, Gordon-
Andrew (SMD 5A08) 5A08@anc.dc.gov, Edwards, Ronnie (SMD
5A05) 5A05@anc.dc.gov

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Dear Commissioners Edwards, Wilds, and Fletcher,

On behalf of my family, I respectfully submit the following comments on the Upper Northeast Area element of the DC Comprehensive Plan for ANC5A's consideration. We are happy to answer any questions you may have regarding these comments.

Also, can you please provide additional information on when and where the ANC5A will have their Comprehensive Plan discussion in January? Will the community have an opportunity to review all comments provided? If so, I respectfully request they be provided in electronic format in advance of the meeting.

Thank you
David Kosub
ANC5A01 Resident

Overview

- ✓ Request mentioning Riggs Park in the list of neighborhoods described in the following sentence, "Upper Northeast is principally known as a residential community, with stable single family neighborhoods like Arboretum, Brookland..."
- ✓ Request the UDC Bernie Baccus campus be referenced in this sentence, "It includes three major institutions of higher learning—the Catholic University of America (CUA), Trinity University, and Gallaudet University—and numerous other institutions serving other missions."
- ✓ Request the following phrase "and new families" be added to this sentence as they too have a strong civic engagement ethos, "Upper Northeast neighborhoods are home to many lifelong Washingtonians and have a strong tradition of civic involvement."
- ✓ Request the following sentence be revised as there are many factors contributing to the rising cost of housing in the District. It is more than new homeowners moving into the

area. As currently written, it suggests correlation yields causation. "A new generation of homeowners has "discovered" Upper Northeast—driving up prices and increasing housing demand"

- ✓ • Replace all references to the name "Fort Circle Parks" in this section and throughout the plan with that of "Civil War Defenses of Washington." NPS refers to these parks as the CWDW and this plan should be consistent.
- ✓ • Recommend including references to the Modern at Artplace and Fort Totten South development activities on-going in Riggs Park in the paragraph that begins, "More than half of the additional households are associated with specific sites that are in various stages of planning right now."
- ✓ • In the section about demographics, please include information on all races/ethnicities in the narrative (currently data are provided only for African American and Hispanic groups)...

Policy UNE-1.1.3: Metro Station Development

- ✓ • Request small and local business development, including retail and restaurants, be added to the list.
- Ensure items such as beautification, native landscaping, and trash clean up are included here to ensure we are enhancing the visual nature of the area around the metro stops (including Fort Totten)

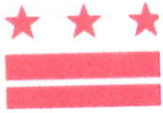
Policy UNE-1.1.7: Larger-Scale Retail Development

- ✓ • Recommend including the industrial area (some of which has recently been rezoned as Mixed Use) alongside the CSX railroad tracks between Riggs Rd NE and 2nd St NE are included here
- ✓ • Opportunities to visually enhance this strip of land would be optimal as many vehicles and pedestrians visit this site on a daily basis
- Opportunities should also encourage additional community-serving retail development, specifically sit-down, non-fast food restaurants

Policy UNE-1.2.1: Streetscape Improvements,

ATTACHMENT #5

Request for Extension of Submission Time



Government of the District of Columbia
ADVISORY NEIGHBORHOOD COMMISSION 5A
5171 South Dakota Avenue NE, Suite 125
Washington, DC 20017
(202) 733-2414 (o); (202) 733-2415 (f)
www.dcan5a.org
Follow us on Twitter: @ANC5A

Andrew Trueblood, Director
D.C. Office of Planning
1100 4th Street SW, 6th Floor
Washington, DC 20024

RE: Request for Modifications to proposed schedule for the Public to comment on OP's Proposed Amendments to the Comprehensive Plan Future Land Use Map

Dear Director Trueblood:

First let me thank you for outreach efforts thus far by the Office of Planning (OP) to inform and engage the public. We especially appreciate the forums and informational sessions that were conducted specifically in Ward 5, as well as across the City.

Secondly, on behalf of ANC5A, I would like to express our sincere appreciation for the prompt decision and December 16 Agreement to extend the time for public comment. Indeed, this was a major relief. It immediately reopened the process for an additional 25 days, giving the general public until January 10, 2020 to submit individual comments. This decision was well received, removed an unnecessary barrier and will no doubt lead to a more positive, productive relationship with the community.

However, while we appreciate the additional time, the community asked that we continue working with your office to understand the needs for the rush such that we can address your concerns about giving residents/tax payers sufficient time to review this very important potentially life changing document. As such, **ANC5A voted unanimously to support a Motion calling on OP to consider extending the Comment Period to April 30, 2020; and asking the Council of the District of Columbia to join the Community in seeking the extension** for the following reasons:

- The Plan includes 10 Area Elements totaling over 1500 pages
- OP will be able to live up to its "Guiding Vision" whereby "Inclusiveness", starts with existing taxpayers and residents feeling and believing that they have a fair opportunity to provide input.
 - Existing organizations should not have to adjust their normal meeting schedules in order to review and provide comments on this critical document in such a truncated time schedule;
 - Block Clubs and Civic Associations should be able to meet and review relevant documents according to their established procedures and meeting schedules; thereby allowing for normal participation and deliberation;

ANC 5A Commissioners (2019-2020)

5A01 Frank Wilds

5A03 Emily Singer Lucio, *Corresponding Secretary*

5A05 Ronnie Edwards, *Chairperson*

5A07 Sandi Washington, *Treasurer*

5A02 Grace J. Lewis, *Parliamentarian*

5A04 Vacant

5A06 Vacant

5A08 Gordon-Andrew Fletcher, *Vice Chairman*

**Catholic University *Ft. Totten * Lamond-Riggs * Michigan Park *North Michigan Park *Park Place-Trinity Square *Pleasant Hills * Brookland*

- ANC's will be able to receive carefully deliberated, thought provoking recommendations from Civic Associations and community organizations following discussions at their regularly scheduled monthly meetings. As a norm, and according to their Constitutions and By-Laws, the organizations meet once per month; a number of which do not meet during the holiday months of November and December.

In an orderly process, civic organizations would be able to have regularly scheduled meetings, discuss and vote on items of interest during a given month, introducing/disclosing their proposed actions at ANC meetings the following month. The additional time will allow Civic Associations and Block Clubs the time needed to conduct their normal meetings, receive public comment through normal procedures; and make recommendations to ANC in an orderly manner.

As it now stands, ANC's will have to first meet to elect new officers before they can conduct business in the New Year. ANC5A does not meet until January 22, 2020. However, because of this aggressive schedule; we have scheduled a special community meeting for January 10, 2020 in order to hopefully have time to receive adequate input in preparation for our January 22nd meeting. This does not allow time for any comments from local civic associations and community organizations; as they will not have time to meet. Also, it is important to note that to date we have not secured a meeting location for a January 11th meeting because most meeting facilities are in schools, establishments, etc., that are closed for winter or holiday breaks and will not return until after January 1, 2020.

Therefore, absent a clearly articulated reason as to why, a document of such importance to the future of the City, has to be rushed through the Community in such an aggressive manner; ANC5A respectfully request that the production schedule be adjusted to allow for more reasonable Public response time.

APPROVED: December 11, 2019



RONNIE L. EDWARDS, Chairman
Advisory Neighborhood Commission 5A

cc: Honorable Council Chairman Phil Mendelson
Honorable Councilmember Kenyan McDuffie, Ward 5
Secretary, Council of the District of Columbia
Joshua Ghaffari, OP Comp Plan Manager
Tonya Stern, OP Deputy Director

ANC 5A is comprised of six (6) Commissioners and therefore four (4) Commissioners constitutes a quorum. On December 11, 2019, at a duly noticed Public Meeting of ANC 5A, six (6) Commissioners attended the meeting. At the time of voting to adopt the above information contained herein there were six (6) Commissioners present and voting. ANC 5A voted unanimously to approve the Motion; and specifically requested that ANC 5A's Action be afforded the "great weight" prescribed pursuant to the DC Home Rule Charter.

ATTACHMENT #6

ANC5A 2017 LAND TRANSFER RESOLUTION



Government of the District of Columbia
ADVISORY NEIGHBORHOOD COMMISSION 5A
5171 South Dakota Avenue NE, Suite 125
Washington, DC 20017
(202) 733-2414 (o); (202) 733-2415 (f)
www.anc5a.org

RESOLUTION
REQUESTING DEVELOPMENT OF A DPR-MANAGED PARK ON THE SOUTHWEST CORNER
OF RIGGS ROAD AND SOUTH DAKOTA AVE
September 27, 2017

- A. **Whereas**, the Council of the District of Columbia approved the Riggs Road and South Dakota Avenue Small Area Plan (SAP) on March 3, 2009 to develop a strategic plan and revitalization strategy for the area surrounding the intersection of Riggs Road and South Dakota Avenue NE ;
- B. **Whereas**, the SAP identified a number of short-term and long-term goals;
- C. **Whereas**, one of the enumerated short-term goals of the SAP was the creation of park space on the southwest corner of Riggs Road and South Dakota Avenue NE;
- D. **Whereas**, the SAP highlights the numerous benefits and importance of parks and open spaces as "invaluable assets for communities." Specifically, parks not only add to the aesthetic desirability and attractiveness of neighborhoods, but they also "contribute to community health by encouraging recreation and exercise, . . . [provide] a safe alternative to playing in the streets or gathering in parking lots, . . . provide places for social interaction, . . . [and] contribute to the environmental health of a community by reducing stormwater runoff and providing a habitat for biodiversity." (SAP, p. 18);
- E. **Whereas**, the SAP notes that the neighborhood's existing parks and open space areas are poorly lit, inaccessible to pedestrians, and underutilized. Therefore, the SAP provides a framework for new green and open spaces to be "targeted to enhance proposed development" and "assist in creating safe, accessible and aesthetically improved destinations for all." (SAP, p. 18);
- F. **Whereas**, the SAP identified the undeveloped site at the southwest corner of Riggs Road and South Dakota Avenue NE next to Food and Friends as a "centrally located parcel [that] could provide an intermediate public asset" and one that "could be transferred and converted in an active, multi-functional open space." The plan states, "Landscape elements should mitigate the steep slope by making a plaza or park that is fully accessible." (SAP, p. 18),

ANC 5A Commissioners (2017)

5A01 Frank Wilds, *Vice Chairman*
5A03 Keisha S. Coefield-Lynch
5A05 Ronnie Edwards, *Chairperson*
5A07 Sandi Washington, *Treasurer*

5A02 Grace J. Lewis
5A04 Isaiah Burroughs, *Corresponding Secretary*
5A06 A. Jamaal Lampkin,
5A08 Gordon-Andrew Fletcher

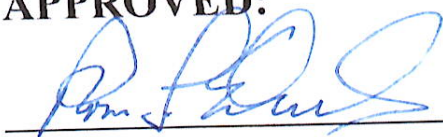
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- G. **Whereas**, the implementation plan for the SAP contemplates as a short-term goal, community utilization of open space to be managed by DC's Department of Parks and Recreation. Specifically, the implementation plan creates two action items for DPR, one of which states, "After the completion of roadway improvements, consider short term park and open space uses on development sites such as the triangle parcel by Food and Friends." (SAP, p. 46; 2015 SAP Implementation Plan);
- H. **Whereas**, in accordance with the SAP, in 2011 DDOT reconfigured the intersection at Riggs Road and South Dakota Avenue NE eliminating the intersection's fly-bys and creating contiguous parcels of District-owned property on the southwest corner of Riggs Road and South Dakota Avenue NE.

NOW THEREFORE BE IT RESOLVED THAT, UPON THE RECOMMENDATION OF COMMISSIONER FLETCHER, SMD 5A08, ANC 5A supports action by the District government in conformity with the Small Area Plan to transfer ownership of the District-owned parcel located on the southwest corner of Riggs road and South Dakota Avenue NE to the District's Department of Parks and Recreation for the development and maintenance of safe, creative, and accessible community park space.

ANC 5A is comprised of eight (8) Commissioners and therefore five (5) Commissioners constitutes a quorum. On September 27, 2017, at a duly noticed special public meeting of ANC 5A, eight (8) Commissioners attended the meeting. At the time of voting on this Resolution there were eight (8) Commissioners present and voting. The ANC 5A voted 8 – 0 to support the intra-governmental land transfer subject to the aforementioned conditions.

APPROVED:



RONNIE L. EDWARDS, Chairman
Advisory Neighborhood Commission 5A